

ASPHALT STRIPS PROPOSED.

HOW TO CONNECT HANCOCK-ST. WITH
GLENMORE-AVE.

WHEELMEN FOR \$10,000 OR LESS—ONE WHEEL-
MAN'S EXCELLENT SUGGESTIONS.

With the rapid progress of work on the new pavement in Glenmore-ave., people living in the Bedford

region—that is, those of the Seventh, Twenty-third, Twenty-fourth and Twenty-fifth wards—are wondering whether some easier and shorter way of getting to the new road leading to the eastern limits of the city is not to be provided than by going up Bedford-ave. and along the Eastern Parkway to reach the Glenmore-ave. improvement. The matter has been discussed to a considerable extent by wheelmen, especially by those living east of Bedford-ave., and has been considered to some extent by the officials of the city.

It is understood by all interested that nothing in the way of new asphalt pavements will be undertaken the present year, since, on account of the financial condition of the city, a large number of contracts which were made some time ago cannot be completed before next year. It is hoped, however, to get the matter in such shape that it can be taken in hand early next season.

One suggestion made by an official was that to reach Glenmore-ave. the most convenient way would be to carry the asphalt on McDonough-st. as far east as Saratoga-ave., provide a similar pavement for that avenue to Hunt-st. and then proceed with the same young material along Hunt-st. to Stone-ave., which would bring the smooth pavement within a short distance of the freshly laid macadam on Stone and Glenmore aves. But that would involve the laying of a considerable

A better plan has been suggested by an enthusiastic wheelman, who is constantly on the alert to secure improvements in pavements for the benefit of all the cyclists of the city, and who has made some recommendations in the past that have been acted on in due course of time. It is

As is generally known, there is an asphalt pavement in Hancock-st. from Nostrand-ave. east to Reid-ave., and the asphalt is at present being carried two blocks further, to Ralph-ave. It is not so

taken by the Board of Aldermen last June to carry this sort of pavement through Hancock-st., across Broadway, and as far as Central-ave. At present there is not an inch of asphalt in the city east of Howard-ave. The proposed improvement of Hancock-st. will provide asphalt all the way to Bushwick-ave., which is the only matter of importance in connection with the project under consideration.

Bushwick-ave. is a fine, broad street, leading directly to the projected extension of Eastern Park-
way, and likewise to Pennersburg-ave. The latter

It is now being paved with vitrified brick to a point below Glenmore-ave., and a few blocks of Bushwick-ave. are also to be provided with a brick pavement under a contract made by the Park Department. Unfortunately, the greater part of Bushwick-ave. was paved with granite a few years ago, during the Chapin administration. Like most of the pavements put down at that time, this work

The plan suggested for getting over this difficulty is to place an asphalt strip on each side of the avenue south of Hancock-st., as far as the brick

greens Cemetery, a distance of about eighteen blocks, or a little less than a mile. Nothing in the way of asphalt strips has been undertaken in Brooklyn, although Commissioner White, when at the head of the City Works Department, thought

It might be a good idea to make some experiments in that direction. What has been done in this line in New-York City, especially in Madison-ave. and Hudson-st., shows that such strips a few feet wide answer the needs of wheelmen admirably, and it is not doubted that the same plan would work well

WHAT ENGINEER LEWIS SAYS.

When this plan was talked over with Engineer N. P. Lewis, who has charge of the work of street construction and maintenance in the City Works Department, he said that it was the best suggestion that had been offered, and added:

to be done this year, but I do not see why this idea should not be favorably regarded another year. The cost is an important matter to be considered. It is a most satisfactory feature of the plan that "resolutions of intention" have already been adopted by the Aldermen looking to the extending of the asphalt on Hancock-st. as far as Central-ave. That leaves only Bushwick-ave. to be provided for. We have had no experience with strips or ribbons of

have done in New York. I suppose the best place for such strips is next the curb on each side of the street. If a strip of asphalt was put down in the middle of the avenue it would be largely monopolized by vehicles, and probably the wheelmen would get less use of it than if one narrow strip were placed on each side.

should estimate roughly that for a mile the cost would be in the neighborhood of \$10,000. Perhaps it would not be so much, and naturally it would not be if narrower strips were laid. The asphalt with the binder course would be three inches thick. It would be necessary to remove the granite blocks and relay them, so as to gain three inches of room for the asphalt, or else the granite blocks could be taken away for use elsewhere, and a concrete foundation be put in for the asphalt. The latter would be more costly, but then the city

Mr. Lewis's manner was such as to indicate that he would look with favor on this scheme, and probably make a favorable report on it next year.

A smooth route of this kind would be a boon, not only to the wheelmen of the Bedford section, al-

ready, referred to, but to the entire Eastern district, and it will also accommodate the large number of riders who cross the East River from New York on their way to the good roads of Long Island. The natural outlet for that region is Bedford-ave., but instead of going up the hill to the Eastern Parkway on their way to Queens County, wheelmen would simply turn through Hancock-st. and make their way thither more directly and

I must be added here, in the interest of the women of New-York and Brooklyn, that it would be an excellent thing to urge the laying of asphalt strips to the ferry at Broadway, in Brooklyn, and East Twenty-third-st., in New-York, so as to make this ferry more easily accessible than

FUMIGATORS LEFT FIRE BEHIND THEM.

There was considerable interest manifested in Canarsie yesterday in the report that the fire in Mrs. Bridget Murphy's cottage, in Conklin-ave., on Saturday was caused by coals used by the Health Department in fumigating the house. A sixteen-

months-old child of Mrs. Murphy died on Saturday, and the death was caused, it was said, by membranous croup. The Health Board investigated the case, and decided that the house should be fumigated. The employees of the Health Department completed their work and left the house at 10.30 o'clock on Saturday morning, leaving, it is alleged, a small dish of sulphur burning in the parlor. About 2.30 o'clock the fire was discovered in the parlor. The damage to the house was about

A COURT-MARTIAL ON THE MAINE.

It has been learned that the coming of the squadron to Tompkinsville has more significance than the mere taking on of stores and coal. This morning a

general court-martial will convene on the Maine and at least twenty-five men will be brought before it. The personnel of the court could not be learned last night, but it was said that it could not complete its labors until Thursday or Friday. There seems to be a great deal of mystery about the coming trials. It was asserted that neither the names of the accused nor the charges would be known until the morning of the trial.

Active preparations are being made for a boat race between the apprentices of the Raleigh and those of the Indiana. The boys of the former are now the champions of the fleet, and though no prizes can be contested for under the rules of the department, the honor of winning the race is sufficient to urge them to do their utmost. The crews have been training at every opportunity, and the crack Raleigh men have practiced almost daily. There was some

talk or pulling into the race, but the practice pulls have made the Indiana men the favorites. The course will be a three-mile
